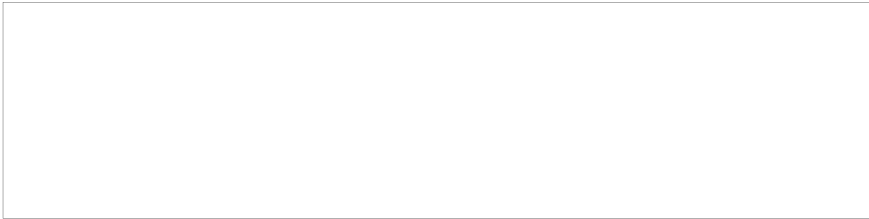


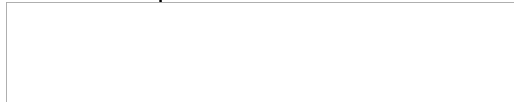
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TRAFFIC AT PORT OF BRATISLAVA AND STATION OF COP;
NEW RAILROAD LINES; BRATISLAVA, TRANSSHIPMENT CEN-
TER; RAILROAD YARDS AT MOST; ODER-DANUBE CANAL.

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20 September 1950

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TRAFFIC OF THE PORT OF BRATISLAVA AND THE STATION OF COP;
NEW RAILROAD LINES; BRATISLAVA, FUTURE TRANSSHIPPING CENTER
OF CENTRAL EUROPE; ODER-DANUBE CANAL.

1. Traffic of the port of Bratislava, March 1949

Departures

<u>Cargo</u>	<u>No. of barges</u>	<u>Destination</u>
10 trucks and 40 automobiles	2	Rumania
Pipes, various sizes	10	Rumania
Rails	10	Rumania
Telegraph poles	1	Rumania
Material for a metal bridge	10	USSR
Cars and rails for in- dustrial railroads	1	USSR
Crossbeams and construc- tion iron	6	USSR
Chemical products (tri- chloride)	3	USSR
Textiles, in cases	1	USSR
Coal	10	Hungary
Coke	10	Hungary
Boxes of personal effects of Jewish emigrees	2	Tel Aviv
Boxes from the winter harbor (Soviet dock), size of ammunition and gun cases	2	USSR
Total	<u>68</u>	

The continuing decrease in traffic is to be noted (compare the corresponding period for 1948) and the cessation of deliveries of Yugoslav pyrites.

2. Traffic of the port of Bratislava, May 1949

Arrivals

<u>Cargo</u>	<u>No. of barges</u>	<u>Origin</u>
Plaster	2	Rumania
Salt	5	Rumania

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Corn	6	Rumania
Sunflower seeds	3	Rumania
Mineral oil	6	Rumania
Gasoline	4	Rumania
Cotton	2	USSR
Wool	1	USSR
Ore	8	USSR
Oil cake	3	USSR
Tobacco	2	Bulgaria
Hides	3	Bulgaria
Bricks	4	Hungary
Total	<u>49</u>	

Departures

<u>Cargo</u>	<u>No. of barges</u>	<u>Destination</u>
50 Skoda autos and accessories	2	Rumania
Pipe (1 m and .5 m diameter)	14	Rumania
Rails	10	Rumania
Underground electric cables	4	Rumania
Boilers, vats, and other equipment for a chemical plant	6	Rumania
Telegraph poles	3	Rumania
Beams and other building material	8	Rumania
Coal	12	Hungary
Coke	4	Hungary
Furniture of Jewish emigrees	1	Tel Aviv
Total	<u>64</u>	

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3. Traffic of the border station Cop, March 1949

Total traffic

Arrivals 192,550 tons

Departures 214,000 tons

Total 406,550 tons

Departures to USSR.

<u>Commodity</u>	<u>Cars</u>
Sugar	260
Wood	2,900
Railroad crossties	1,200
Building iron	4,300
Cement	2,100
Rails	2,000
Chemical products	400
Farming machinery	1,000
Coal and coke	4,600
124 Skoda 1101 vehicles	

Arrivals

<u>Commodity</u>	<u>Tons</u>
Meat	5,900
Butter and fat	6,600
Sunflowerseed oil	7,600
Sunflowerseed fat	4,200
Wheat	17,800
Barley	5,900
Corn	26,450
Salt	18,000
Dried vegetables	10,400
Plaster	10,000
Iron ore	45,100
Mineral oil	11,500

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Steel	1,800
Wood	6,000
Cotton	3,000
Hemp	800
Wool	1,800
Straw	3,500
Hay	2,000
Oilseeds	4,200
Total	192,550

At 0500 on 16 March, three trains passed through Cop coming from Bohumin via Zilina and Kosice. They were accompanied by an escort of the SNB which was relieved by a Soviet guard at Cierna. The contents of the cars is unknown and this is the first time such a thing has happened.

The arrivals and departures of wood are to be noted. The arrivals are almost always logs which are to be used in making matches; the departures are always planks, building lumber, or wooden articles.

4. Traffic of the border station Cop, May 1949

Total traffic

Arrivals	176,000 tons
Departures	197,100 tons
Total	373,100 tons

Departures to USSR

<u>Commodity</u>	<u>Cars</u>
Sugar	160
Planks, building lumber	3,400
Railroad crossties	600
Iron building material	2,800
Rails	2,000
Cement	1,600

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Pipes, small dimension	1,200	
Chemical products	400	
Coal and coke	4,600	
Total	18,860	cars plus 120 Skoda vehicles (on railroad cars)

All of these cars arrived at Cierna pri Cope where they were reloaded on cars of Russian gauge. In addition, 850 cars were unloaded and then reloaded on Soviet cars in the station of Cop. These were boxcars and the contents, according to the bills of lading were electrical material, radio sets, shoes, and cloth.

At both Cierna and Cop, the workers who load and unload the cars are all Hungarians.

Arrivals

<u>Commodity</u>	<u>Tons</u>
Edible fats	6,000
Sunflowerseed	8,400
Wheat	15,700
Barley	3,800
Corn	19,300
Salt	16,900
Dried beans	2,400
Peas	2,600
Wine	1,400
Plaster	10,700
Ore	36,400
Mineral oil	13,200
Steel	5,000
Wood	7,200
Cotton	2,400

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Wool	3,200
Oilcake	4,200
Fish meal	3,000
Hides	800
Potatoes	7,000
Fresh vegetables	4,400
Hemp	800
Gasoline	1,200
Total	176,000 tons

In addition, two trains loaded wholly with cattle, about 1,200 head, arrived on 20 and 25 May. The animals were stabled in Cierna and after several days sent to the interior of the country.

5. New railroad lines and new improvements.

A. The Zilina-Kosice Line. The work of electrifying the Poprad-Tatry - Spisska Nova Ves section is being carried out. It is planned to have the section operational by the end of the year.

The power will be furnished by the electrical power plants of Batizovce and of Krompachy.

The laying of the second set of tracks is being carried on from Spisska Nova Ves to Kysak where the main line is still only single track. The terrain is very difficult, especially from Krompachy, and the second set of tracks will probably not be in use before the end of 1950 or the beginning of 1951.

The bridges along this line are being rebuilt.

B. The Levice-Lucenec Line. This is to connect Bratislava and Cop directly, without passing ~~XXXX XXX~~ through Hronska Dubrava, and in this way to be able to increase the traffic with Carpathian Ruthenia without overloading the normal line.

The work on the sector between Lucenec and Modry Kamen (40

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kilometers) is almost finished.

The work on the sector from Modry Kamen to Levice (120 kilometers) is progressing satisfactorily and with the help of the volunteer labor which will be sent here this summer, the sector should be ready by the beginning of 1950. The Lucenec-Levice Line is called the youth line, because six youth brigades are performing the work.

C. The Nova Bana - Banska Stiavnica-Krupina Line.

Work was started in November 1948 and is still in progress.

6. Bratislava, the future transshipment center of Eastern Europe. It is apparent that the Czechs will soon exploit the possibilities offered by the geographic position of Bratislava. This city is located on the Danube River, is close to the junction of the Austrian and Hungarian borders, and will be one terminal of the planned Black Sea - Baltic Sea Canal. This canal will permit direct water communication between the Black Sea and the Baltic.

If the present international situation is unfavorable to the development of East - West traffic and also, to a certain extent, of North - South traffic (the problems of Trieste and Yugoslavia), we can still look for better conditions in the future and an increase in freight traffic in Central Europe. Bratislava will then become the center of transshipments of freight in Central Europe.

At present, the East - West traffic is increasing because of the railroad traffic between the USSR and Czechoslovakia. The construction ^{of} sections which will permit traffic with the south via Bratislava - Kosice - Cierna pri Cope is to be started this year.

The station of Bratislava is to be enlarged by a new freight station and a fifth set of tracks. When the new bridge

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connecting Bratislava and Petrzalka is completed, the trains for Trieste will be able to cross Hungary via Hegyashalom.

The three communes which Hungary ceded to Czechoslovakia form a bridgehead and will permit Bratislava to expand along the right bank of the Danube River, in preparation of becoming the great port on the Oder-Danube Canal. The Czech river fleet should be strengthened at once. All municipal planning must reflect the role that the city and the port will be called upon to play in the future.

7. The new classification yard of Most. An important classification yard has just been put into operation at Most. This yard links a line coming from the Stalin Works with the railroad system. The yard is to be one of the most important classification centers of northern Bohemia. It has been built about 3 kilometers from the station of Most and about 5 kilometers from the station of Trebusice.

8. The Oder-Danube Canal. This canal had been planned before the war. Work had actually been started and a few kilometers of the canal had been dug a little east of Vienna.

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